

BARON DE CONSTANT HERE TO AID PEACE

French Senator Says the
Treaty Was Best Ob-
tainable.

URGES ALLIED UNITY

Visit Unofficial, but States-
man Will Do All He Can
for Ratification.

While President Wilson is touring this country and explaining to his fellow Americans the grounds upon which he considers that there should be a prompt ratification both of the peace treaty and of the covenant of the League of Nations, his campaign will receive the support and encouragement of Baron de Constant, who came to this city on Tuesday a few hours after the arrival of President Wilson.

Baron de Constant came to New York on board the Savoie which left France a day ahead of the George Washington. He is at the Ritz-Carlton, where he will remain for a day or two, or until he has seen former President Taft and has discussed with him the state of public opinion here in respect to the peace treaty and the covenant of the league.

Whether he will make an extensive journey through this country, or will spend the greater part of his stay in this city and in Washington will depend upon the result of his conversations within the next few days with American statesmen and politicians whom he either already knows or to whom he has brought letters of introduction.

"My visit," he said yesterday, "is entirely unofficial and is so largely in the nature of a pleasure trip that necessarily it has no political significance. I am here as an individual only, but as nearly all my friends in America are political, it will be impossible for me to go back to France without explaining to them the vital necessity for the ratification of the peace that has been written, imperfect as that peace not only seems to be but is."

War "Greatest Task."

"The greatest event that ever took place in the world was the crushing of the German brute. Until the Prussian military system was bound fast and lay helpless no other task while confronted the free nations of the world. The task brought together all the free nations of the world, binding them in a temporary federation to achieve victory, and it brought together also as a power impelling this temporary federation all the ideals of freedom that strive in the world."

"Would it not be a great catastrophe

if the free peoples, drawn together for the purpose of the overthrow of the German autocracy and when victory was vital for the world's happiness, should now, when victory is theirs, disunite as though all the task which was theirs to do had been fully accomplished? It would have been an immeasurable catastrophe had autocracy triumphed. I can think of only one catastrophe less great; that the work which has been so superbly accomplished should be allowed to fail for lack of unity, standing behind it and seeing that the peace which has been so dearly won shall be made permanent."

"No task faces mankind now so formidable as that of arranging that the peace won shall be made lasting; of arranging that Germany, smarting from her defeat, shall have no opportunity of again scheming to subjugate and enslave."

"If there should be any faltering or lack of unity among the Powers which have overthrown militarism that will be hailed in Germany as Germany's opportunity. It is essential that the peace which has been so dearly won shall endure."

"No man who has read the peace treaty is so fatuous as to imagine that it is a perfect treaty. There has never been a perfect treaty. This one, dealing with issues larger than any which at any time in history embarrassed negotiators, has fallen immeasurably short of perfection, but expresses nevertheless a vast accomplishment on the part of those statesmen who sitting around the peace table were bound to construct out of all the age long dissensions and special claims of all Europe, a document which would at once be generally acceptable and at the same time meet the essentials of justice and practicality. It is not a perfect document, but history has never produced a document so fully expressing the ideal of right and justice which now rule in the world."

Will Urge Ratification.

"I propose to urge all American statesmen whom I have the honor to know or whom I shall have the honor to meet to work for the ratification of the treaty which has been written, and to trust to the future and to the permanency of the bond which has been established between the benign Governments of the earth to remedy any defects, which upon its face or as experience and usage shall reveal them, may inhere in the document as it now lies before us. None of the Powers which have brought the present victory and peace about is morally free to withdraw now from the duty of making the peace and victory lasting. None of us must all realize our obligation and advance, united, together."

"Here in this land far from the actual fields of war there may be some who do not comprehend how essential it is that this peace, imperfect as it may be or appear, must be ratified and then permanently enforced by the nations which have brought it about. With all my heart, so long as I remain in this country, I will endeavor to make the necessity and permanency of this peace a clear thing."

Baron de Constant, who is a Senator of France, was noted before the beginning of the world war in 1914 for his

advocacy of the preservation of peace by negotiation and a resolute opposition to war. When the die of war was cast, however, he talked of peace by negotiation no longer. But even as early as 1914 he foresaw and foretold that peace when it came would be a matter beset with grave difficulties and that the writing of an acceptable treaty would be a matter which would tax the powers of the ablest, and, in the form of acclaim from their fellow men, would earn them little contemporary reward. Baron de Constant never for a moment doubted the ultimate humiliation of the Germans. In the course of a series of letters written in 1914, at the height of the first German successes, he said:

"The Germans are paying to-day for their fault in 1870-71 because that fault has corrupted and poisoned them. I have said it a thousand times—the German armies may exhaust themselves uselessly in killing, burning and destroying. They will destroy themselves in the end."

HURLEY PLEADS FOR

U. S. SHIP INSURANCE

Shipping Board Head Fears

Loss of Trade Secrets.

Special Despatch to THE SUN.

WASHINGTON, July 10.—Governmental

insurance for all merchant ships of the Emergency Fleet Corporation and American merchant ships was urged by Chairman Hurley of the Shipping Board before the Marine Insurance sub-committee of the Merchant Marine and Fisheries committee of the House to-day.

American insurance either governmental or private for American ships was urged by Mr. Hurley particularly with a view to preventing Germany or other nations from learning trade and shipbuilding secrets through insurance of American merchant ships.

"Germany made a practice before the war of obtaining large amounts of this insurance and from information so obtained learning all about the export trade relations of each country," said Mr. Hurley.

"All American insurance of all our vessels is vital to the success of the merchant marine. Nations that have been successful in the shipping business and export trade have paid particular attention to marine insurance."

Mr. Hurley did not urge that all American ships should carry governmental insurance, though advocating continuation of this form for ships operated by the Shipping Board. Either the War Risk Insurance Bureau or private American concerns should insure all privately operated American ships, he said. The Shipping Board is now framing a bill embodying Mr. Hurley's ideas.

Representative Edmonds urged that the committee take action along the line indicated by Mr. Hurley.

Portugal to Celebrate July 14.

Lisbon, July 9.—Portugal will observe July 14 as a national holiday to celebrate the signing of peace. The day will be known as Victory Day.

HEDGES A HEADLINER ON THE GREEN CARS

"Receiver" in Six Inch Letters
a New Feature of Rolling
Stock Propaganda.

AID TO IGNORANT PUBLIC

Queries About Innovation Re-
sult in a Crash—of a Re-
porter's Body.

The Green Car line, which went into the hands of a receiver recently, is now featuring Job E. Hedges as a headliner. All day yesterday Fourth and Madison avenue cars clanged past the downtown home of the common people, otherwise known as the suburban residence of Palm Beach's leading citizen, bearing on each side, at the bottom, this footnote to history:

"Job E. Hedges, receiver."

The announcement, set forth in letters five or six inches in height, may or may not have infringed the law by not having "Advt." after it. It was just below the traction concern's favorite catch phrase, "New York Railways Company," and, as one of the special guardians of the Mayor's tulip beds pointed out, it was just over the wheels—Mr. Hedges's position for choice, since he is always in the thick of every movement. A reporter called on Mr. Hedges to discover why he was being starred so prominently in his new act, and found the famous after dinner lawyer busy decorating bushels of documents with something that looked like "Job E. Hedges, receiver."

"Mr. Hedges," he was asked, "what is the meaning of this Hedges propaganda?"

So All Who Ride May Read.

"It is used to indicate that the road is in the hands of a receiver," said Mr. Hedges in his usual serious manner, swinging around in a swivel chair on which one failed to detect the latest traction slogan. "The general public hasn't considered the question of rates, except as one man or another issued a ukase on it."

"Dye mean to insinuate, Mr. Hedges, that people don't read the newspapers?"

"Quiet!" commanded Mr. Hedges in his most terrible tones. "The fact of the receivership hasn't interested most persons, so we aim to make the truth known at all costs. That doesn't imply, however, that anything extra will be charged passengers for the protection of that name. The name is thrown in free along with the new 2 cent transfers."

"Then it doesn't mean that you are starting a campaign to run for any office?"

"Not on a trolley car platform," said Mr. Hedges simply.

"Aren't you the first man who has ever, so to speak, become part of the rolling stock of a traction line?"

"Mine is the first appellation that has ever been employed to break the arid monotony of surface cars in a receivership. We might perhaps have made the name a little larger, but that is a matter of taste, and besides, we were trying out a new thing without any fixed standards. I don't know yet what our novelty for next week will be. But we aim to please."

Here Mr. Hedges indicated that he would like to resume his work of writing "Job E. Hedges" into more State documents.

Name Grafting as an Asset.

"But, Mr. Hedges, with your name grafted on to every car like this aren't you liable to be listed among the assets of the road?"

No answer.

"Thanks, Mr. Hedges. Furthermore, are the conductors and motormen going to wear on their collars 'Job E. Hedges, receiver'?"

And, Mr. Hedges, why wasn't your name placed inside too, among the advertisements of chewing gum and rubber balls and godlike young men in collared shirts?

Up to a late hour last night the Mayor, though the cars passed so close to City Hall that he could have thrown a biscuit or his voice at them, had failed to indicate in from 3,000 to 3,000 words whether he had seen the Hedges copyright on the people's car line.

HAIG SAYS BRITISH WON WAR.

Declares English Army Bare Brunt

of Last Two Years.

LONDON, July 9.—Field Marshal Haig upon receiving the freedom of the city of Newcastle in his address deprecated what he considered a tendency to minimize the British army's achievements in the war.

"It is right," Field Marshal Haig said, "to speak of our Allies, but it was the British army that won the war; it was Britain that bore the brunt of the fighting in the last two years. I hope every one will realize that fact and stick by the fellows who fought and suffered and by their dependents."

FARMERS HAVE FOUR WORRIES

Labor, Lice, Blight and Drought

Disturb Jersey.

TRENTON, N. J., July 9.—The State Department of Agriculture, in a bulletin issued to-day, catalogues the causes for the Jersey farmers' worries as follows:

Scarcity of farm labor.

Plant lice, which have injured fruit and truck crops.

Blight on apples and pears.

Inadequate rainfall during June.

The department didn't mention the seventeen year locust.

FIGHT 2C. TRANSFER, HYLAN URGES BURR

Tells Corporation Counsel to
Carry Protest to State's
Highest Court.

CALLS IT AN IMPOSITION

Assemblyman Lewis Says a
Traction Company's Per-
fidy Opened His Eyes.

After giving two days of thought to the decision of Lewis Nixon, Public Service Commissioner, to permit the New York Railways Company to charge two cents for transfers and after similarly revolving in his mind the determination of Corporation Counsel Burr to ask the courts to intervene, Mayor Hylan wrote a letter yesterday applauding Mr. Burr.

"I have learned," the Mayor told the Corporation Counsel, "that the Public Service Commission has given permission to the transit lines in Manhattan to charge an additional two cents for transfers and that the commission intends to allow a similar charge for transfers in the Borough of Brooklyn."

"Your contention that the Public Service Commission or the court has no right to allow a charge for transfers I believe is correct, and I hope you will take it to the highest court in the State and let them determine whether the people are to be imposed upon by transit corporations. I hope you will use every lawful means to protect the interests of the people of this city in regard to an additional charge for transfers."

Mr. Nixon is out of town. The Deputy Commissioner, Edward J. Glennon, and Terence Farley, the commission's counsel, said it may be several weeks before the transfer charge goes into effect. Lawyers for the commission and for Job Hedges, the New York Railways receiver, have not yet agreed on a form of order for Mr. Nixon to sign.

Assemblyman Lewis M. Martin of Clinton, Oneida county, who gave his name to the so-called 7 cent fare bill of the 1915 Legislature which died in the Senate after Senator Thompson had alleged that there was a \$500,000 slush fund supporting it, said yesterday that he would not introduce any more bills providing for traction fare increases.

Assemblyman Martin, who was in the city on business relating to the Luak Investigating Committee, said that he had changed his attitude because he believed that a traction company operating in his county had not been frank in

presenting its case to the Judiciary Committee of the Assembly, of which he is chairman.

The Assemblyman said that the traction company increased its fares in violation of a contract, but that the public assented because it was believed that the increase was justified by operating costs.

An expert of the Public Service Commission was put to work on the books, however, and he found a net income of over 2 per cent. for 1918 following a series of prosperous years in which net earnings had been from 7 to 12½ per cent.

\$62,322 Risk Claims Paid in June.

WASHINGTON, July 9.—Payments by the War Risk Bureau to soldiers and their dependents amounted to \$20,832,736 in June, \$62,322 checks being mailed. Payments this year have amounted to more than \$250,000,000.

FREIGHT TRAIN KILLS THREE Crashes Into Houses, Starts Fire and Crashes Child.

Pittsburg, July 9.—Three persons were killed and seven others injured here late to-day when a southbound Monongahela Connecting Railroad freight train split a switch on the south side, the locomotive and local tender crashing through two houses and partly demolishing them.

The dead are Barney Williams, engineer of the freight; William Graham, conductor, and Mary Kasanovitch, 10 years old.

The child was killed in the front room of her home by falling wreckage when the heavy locomotive crashed through the front wall of an adjoining house. Burning coals from the locomotive set fire to the houses, necessitating the calling out of the fire department.

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Straws

THE Knox Straw Hat stock has been replenished with a number of smart, new styles for Mid-Summer—Straws, that present features distinctively KNOX, produced with KNOX traditional quality. Sennits, Split Straws, Kofu, Mackinaws, Leghorns, Bangkoks, Panamas, and fancy braids; ranging in prices from

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ONE HUNDRED DOLLARS

KNOX CAPS
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KNOX TIES
TWO DOLLARS TO FIVE

KNOX GOLF SUITS
FIFTY DOLLARS TO SEVENTY

KNOX HAT COMPANY

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161 BROADWAY